

COUNTRY Approved For Release 2002/01/10 : CIA-RDP80-00810A00020034

TOPIC Cottbus Airfield

EVALUATION see below

PLACE OBTAINED

25X1A

DATE OF CONT

DATE OBTAINED

DARED. 13 January 1953

REFERENCES

25X1A

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following air activity was observed at Cottbus airfield between 11 November and 3 December 1952:

Date	Air Activity
11 November	Between 8 a.m. and 3 p.m.
12 "	Between 8 a.m. and 3 p.m.
13 "	Between 8 a.m. and 3 p.m.
14 "	Between 8 a.m. and 4 p.m.
15 to 23 "	No air activity
24 "	Between 8 a.m. and 4 p.m.
25 "	Between 8 a.m. and 4 p.m.
26 "	Between 8 a.m. and 3:30 p.m.
27 "	Between 8 a.m. and 4 p.m.
28 "	Between 8 a.m. and 4 p.m.
29 "	Between 8 a.m. and 2 p.m.
30 "	No air activity
1 December	Between 8 a.m. and 3 p.m.
2 "	Two take-offs
3 "	No air activity

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Air activity on 29 November included local flights with instructors and individual flights without instructors. The planes flew steep banked turns and circled to the left and right at altitudes from 1,000 to 1,200 meters. A three-axle radio truck with a rod antenna, a fire truck, a truck, a special two-axle trailer, probably a heating car, and two trailers were parked at the take-off point. Among the flying planes, there were two with the white Nos 37 and 42, yellow propeller hubs, white rudder assemblies and a white stripe under their wings. When air activity was discontinued, 40 men each with a parachute in his right hand, fell in and marched toward the north. Of the men, 30 marched to the billets northeast of the road to Burg while the other 10 men, probably the Soviet flight instructors, marched to the billets north of the landing field.

2. The aircraft at the field definitely were of the same type as the one shown on the front page of issue 2/1952 of the periodical published by the Athletic and Technical Association. All of the planes observed in late November had white rudder assemblies. Half of the Soviet star was painted on the rudder assembly and the other half on the stabilizer. A white stripe, about 25 cm wide, was painted on the underside of the wings, about 1 meter forward of the trailing edges of the wings.¹
3. An overhead line extended to the VP quarters coming from the Momsen Halle in Cottbus where numerous Russian girls were apparently employed in a telephone exchange. The Momsen Halle and the buildings adjacent north of it were occupied by Russians and surrounded by a fence. Just east of this restricted area, there was the Bezirksleitung of the Athletic and Technical Association.²
4. The occupants of 55 apartments in the Windmuehlen Settlements were to leave making room for VP officers. In early December, the population still refused to leave these dwellings.³

5. Between 10 November and 3 December, vehicular traffic at the field included ambulance [REDACTED]

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[REDACTED] A Soviet air force two-axle truck, about 2 meters long and completely covered with sheet metal cowlings, with a trailer which was 1.6 meters high, was seen for the first time. The trailer had a projection at its tail which was about 50 cm high and pointed upward. This projection had some resemblance to a retracted antenna mast. The truck was occupied by six men who wore blue epauletts.

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6. The following observations were made at the field between 2 and 10 December 1952:

2 December. Between 11:30 a.m. and 12:30 p.m., 14 single-engine, low-wing monoplanes were parked in front of the closed hangars and 3 additional Li-2s were observed at the field. From 20 to 30 men stood near these planes.

4 December. Between 11:20 and 11:30 a.m., an Li-2 was observed on the landing field while two single-engine, low-wing monoplanes engaged in acrobatics in the vicinity of the field.

10 December. In the early morning, 14 Yak-18s were parked in front of the hangars, one of which was open. Some unidentified planes were parked in this hangar. An additional 6 to 8 Yak-18s practiced left turns over the field. A fire truck, an ambulance, and some trucks and sedans were parked at the take-off point. Some Yak-18 planes were being refueled by tank trucks while the crew was being exchanged. About 50 aircraft crates were still observed in the northeastern section of the field.¹

7. Between 7 a.m. and 3 p.m. during the period from 21 to 27 November, no fuel shipments for the airfield were observed at the Cottbus

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freight station. Five railroad tank cars arrived on 28 November and two such tank cars on 30 November. On 6 December, five tank cars with fuel from Puhlard arrived in Cottbus and two boxcars with undetermined contents were shunted to the field. No further fuel shipments arrived in Cottbus until 10 December.

8. The following observations were made at the field between 11 November and 9 December:

11 November: At 1:25 p.m., a Yak-18 plane circled over the field at an altitude of 500 meters. There was little air activity because of rain.

12 November: Between 9 a.m. and 3:30 p.m., there was intensive air activity at the field.

15 to 18 and 22 November: No air activity was observed.

24, 25, and 26 November: There was the usual flight training.

29 November: Between 12:30 and 12:45 p.m., eight planes with white stripes were observed.

6 to 9 December: There was air activity.¹

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9.

[REDACTED] of Senior Lieutenant Otto Patik, born in 1929, who was assigned to the VP Air Force in Cottbus. Patik said that he had a leading post at a school and that training would be completed one week before Christmas.

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10. Motor vehicles which were observed entering and leaving the field included a gray BMW [REDACTED] occupied by two Soviet officers and a civilian; the driver was a VP airman. Sedan [REDACTED] with a driver and four officers who wore black-bordered blue epaulets also entered and left the field.

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11. Between 11 and 11:30 a.m. on 26 November, simulated low level attacks at a autobahn bridge south of Cottbus were made by two planes which were of the same type as those parked at Cottbus airfield. Flying was practiced at the field almost every day except on Sundays. The field was guarded by VP airmen.

12. During the morning of 18 November, some portions of the personnel at the field left on trucks via Luebken. The trucks were also loaded with furniture and household utensils. [REDACTED]

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Shortly, before their departure, the board fence along Dahlitzer Weg, except for a strip of about 50 meters, was torn down by Soviet soldiers and traded to the civilian population for brandy. Some days later, the police searched some premises and recovered a portion of the timber.⁶

13. Source determined that Major Fiedler (fnu), about 34 years old, was the commanding officer at the field. During the war, Fiedler had been in charge of parachute detail at Cuben airfield and, allegedly, was temporarily assigned to duty at the seashore.⁵

14. According to Major Fiedler, civilians had to vacate a number of houses in the Windmuehlen Settlement northeast of the airfield and along Stroeblitzer Strasse southeast of the field in order to make space for VP airmen.

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15. Between 25 November and 4 December, there was vehicular traffic at the field and in the town by the following vehicles which were driven by soldiers wearing black-bordered blue epaulets:

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16. On 1 December, source observed that aircraft with two-digit numbers were parked at the field. The planes practiced flying in the vicinity of the field. Vi Air Force officers and EM stood at the take-off point. Nearby, there were 2 radio trucks, 1 fire truck, 1 ambulance, and 1 truck with a rigid superstructure. There was no air activity at the field on 5 December in foggy weather. At 8 a.m. on 10 December, 6 single-engine planes and 6 additional aircraft were observed aloft. The planes had a white stripe under their wings and at the rudder assembly and red or yellow propeller hubs.

17. Motor vehicles observed entering and leaving the field included ~~25X1X~~

18. ~~25X1X~~ who was an air force lieutenant at Cottbus airfield that he and his comrades were given flight training, that they would later be re-trained on MiG-15s, and that their food was very good. Informant also said that he got a monthly net pay of 600 eastmarks and that a lieutenant in a position authorized by the table of organization receive a considerably larger salary.

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1. ~~25X1X~~ Comment. Cottbus airfield is occupied by the headquarters of the first VP Air Div and the 1st Regt of this division. The regiment is equipped with 20 to 24 Yak-18 planes. The two other regiments of this VP division, which are equipped with about 13 Yak-18s each, are stationed in Pautzen and Kamenz. The training of the flight personnel and supply activities are performed by the fighter regiment which was formerly stationed in Parchin and the assigned OATB ~~25X1C~~. For original periodical published by the Athletic and Technical Association, see Annex. The picture on this periodical indicates that a Yak-18 plane is used for training.

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2. ~~25X1X~~ Comment. The Mommser Halle is located in the northern section of Cottbus near the former college for teachers.

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3. ~~25X1X~~ Comment. The Windmuehlen Settlement is located northeast of the airfield south of the race track.

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4. ~~25X1X~~ Comment. The purpose of this special trailer is unknown.

5. ~~25X1X~~ Comment. Senior Lieutenant Fabik is reported for the first time, Major Fiedler possibly is the commanding officer of the 1st Air Force Supply Pn. He was previously reported as holding this position.

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6. ~~25X1X~~ Comment. Apparently, elements of the Soviet Air Force units were permanently transferred. ~~25X1A~~ the personnel are members of the VP Air Force who were participating in a Soviet training course. The present location of the personnel is not known. It is possible that they were transferred to the operations staff of the VP Air Force in Berlin-Johannisthal.

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